VFR TERMINAL AREA CHART

NEW YORK

VFR PLANNING CHARTS — NEW YORK

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional airport information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways — Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports, may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE – Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93, Part 93 Special or Traffic Rules & Airport Traffic Patterns. CT - 118.3 • ATIS 123.8 Flight Rules: 2000 L, 1,72 / 1,62 Patterns (public use) — RP 23, 34 • VHF Special Use Frequency — VFR Advzy. 125.8 — UNICOM — AOE — Airport of Entry

FSS – Flight Service Station

NO SVFR – Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

• - Star indicates operation part-time. See tower frequencies schedule for hours of operation.

ATIS 135.4 - Automatic Terminal Information Service

AWOS-3 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

ASOS/AWOS/SAWS - Where shown when full-time ATIS not available and frequency is other than primary CT frequency.

.085 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

L - Lighting limitations exist, refer to Supplement.

72 - Length of longest runway in hundreds of feet; nearest hundred for runways 10,000 feet and longer.

When information is not available, respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled airspace most significant to VFR operations (to 4,500 ft. MSL) are shown.

- Class B Airspace
- Class C Airspace (Mode C - Transponder Required)
- Class D Airspace — 46 — Ceiling of Class D Airspace in hundreds of feet (Surface limit may be lower than surface up to but not including that value.)
- Class E Airspace
- Class A Airspace with floor 18,000 ft. MSL and above
- CLASS G — Class G Airspace
- Class A Airspace with floor 700 ft. above surface but laterally abuts Class G Airspace
- Class A Airspace with floor 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 2400 ft. above surface but laterally abuts Class G Airspace
- 2400 MSL — Intermediate floors of Class E Airspace greater than 700 ft. above surface.
- 4500 MSL — Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
- Class E Airspace (Transition Areas) and Route 2 Routes are indicated by center line intersection - Arrows are directed towards facilities which establish intersection.
- 32 — Total mileage between radio NAVAIDs on direct Airways
- 123 — Minimum Enroute Altitude (Helicopter Only)
- R123 — RNAV Waypoint
- Prohibited, Restricted, and Warning Areas
- "Alert Area and Military Operations Area (MOA) - "Alert Areas do not extend into Class A, B, C or D airspace, or Class E airport surface areas."
- Special Airport Traffic Area
- Special Use Airspace - National Defense Airspace
- Temporary Flight Restriction (TFR)
- ADIZ - Air Defense Identification Zone
- DC3 — Dice FAR-91.215(b)(4.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- IR21+ — Instrument Training Routes
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

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COMMUNICATION BOXES

122.5 — OAKDALE — 122.5 — HOMER HOM — 122.5

Underline indicates no voice on frequency. Crosshatch indicates Monitron status. • - Operates less than continuously On Request. ASOS/AWOS • - Weather Camera

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

122.1R — FSS radio (including voice recs) communication — MIAMI

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing communications service to the area are determined by altitude and terrain. Consult Supplement for complete information.

Boundary of Agency Areas

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

Tops that fill in or cross

- Above 200 ft & below 1000 ft AGL (Above 2000 ft ASL in mtn. areas)
- Above 1000 ft AGL
- Group Obstruction
- Wind Turbine
- Wind Turbine Farm
- Obstruction with high intensity white strobe lights operating part-time
- Elevation of the highest obstacle and highest above ground
- Under construction or reported position and elevation unverified
- Lighting may not exist or may extend outward from structures.

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement)
- G - Glider Operations
- H - Helicopter Operations
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- P - Parachuting Jumping Area (See Supplement)
- STADIUM — TFR lists (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- YPXYZ — ATIS Waypoints
- Space Launch Activity Area
- Isogonic Line (2025 VALUE)
- NAME (YPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Ski Area
- 5150 Elevation (Base of Tower)
- Mountain Pass
- 11825 Elevation of Pass

Pass symbol does not indicate a recommended route through mountains. Spot elevation symbol indicates a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

NEW YORK TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ✓ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter are intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately to handle flares or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency(Agencies) without authorization from the respective agency. Exceptions include: 1) a forced or precautionary landing due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government, 4) flights conducted under agreements entered into by the Agency(Agencies) and the operator. In the case of National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies, FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

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REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/aixr prior to contacting us via toll free number at 1-800-638-8972 or e-mail http://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Entire area of this chart is within the Eastern Standard Time Zone +5 [-4 DT] = UTC

For weather camera information visit https://weathercams.faa.gov

GROUND ELEVATION AND HIGH OBSTACLES

1653 — 1000 — See Land CONTOUR INTERVAL 200

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above official infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines, and railroads. Check NOTAMs and see AIM for details.

SPECIAL FLIGHT RULES AREA (SFRA)

Class G Airspace within the United States extends up to 14,500 feet MSL, AI and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1200 feet above the terrain and certain special use airspace areas.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the routes, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).

The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. This is the highest known elevation and aeronautical data concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

CARMEL 115.8 CIA

CONTROL TOWER FREQUENCIES ON NEW YORK TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operation hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are on VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"NON-FR" indicates Monday through Friday.

CUT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND_CON	ATIS	AIR/PAR
BRIDGEPORT/SIKORSKY	0630-2300	120.9 257.8	121.75 257.8	119.15	
ESSEX COUNTY	0700-2300	119.8	121.8	135.5	
JOHN F. KENNEDY INTL	CONTINUOUS	119.1 281.55 (BWI'S 132.5 AND 346.6 AWOS)	121.9 348.6	128.725 ARR 119.7 NE ARR 118.4 SW	
LAGUARDIA	CONTINUOUS	118.7 343.5	121.7 343.0	ARR 132.55 DEP 127.05	
LONG ISLAND MAC ARTHUR	0600-2400	119.3 335.5	135.3	120.725	
MORRISTOWN MUNI	0645-2230	118.1 303.9	134.2	124.25	
NEWARK LIBERTY INTL	CONTINUOUS	118.3 257.8	121.7	134.625 ARR 118.7	
REPUBLIC	0700-2300	118.8 379.65	121.9 269.6	126.45	
SKOKIE	0800-00 NOVEMBER 15 TO APRIL 30 AS REQ	118.975			
STEWART	CONTINUOUS	119.3	121.9	114.2 133.65	
TRENTON MERCER	0600-2300	120.7 257.8	121.9 257.8	126.775	
TWEED-NEW HAVEN	0600-2200	124.5	121.7	133.45	
WESTCHESTER COUNTY	0600-2300	118.575 284.65	121.825	133.8	
LONG ISLAND CLASS C	120.05 340.75			0600-2400; CUT CLASS E	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
NEW YORK CLASS B	118.3 (133.75 (077°-142°) 128.125 249.0 (142°-231°) 128.55 379.9 (231°-270°) 127.4 379.9 (270°-328°) 119.1 257.8 (328°-077°) 125.25 280.55 (2000' & BELOW WITHIN 8 NM OF KENNEDY) 127.85 257.4 (WITHIN 6.5 NM OF NEWARK) 124.05 343.0 (WITHIN 6 NM OF LA GUARDIA)	CONTINUOUS

SPECIAL USE AIRSPACE ON NEW YORK TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and full time. Time is local or "H" on altitude means "To and including." FL = Flight Level
NO A/G = No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM. NOTAM'd or PILOT CONTROLLED. Area indicates FAA and DoD NOTAM system. Use of this term in other Special Use areas indicates the NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY CONTACT FACILITY	FREQUENCIES
W-105 A	SFC TO FL 300	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-106 A	TO 2000	INTERMITTENT BY NOTAM	NEW YORK CNTR	
W-106 B	TO 8000	INTERMITTENT BY NOTAM	NEW YORK CNTR	

NEW YORK CLASS B AIRSPACE

OPERATING RULES AND PILOT EQUIPMENT REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the John F. Kennedy International, LaGuardia, or Newark Liberty International Airports unless the pilot in command holds at least a Private Pilot certificate.
3. Except as noted in 2. above, no person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d), or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

VFR FLIGHTS—Aircraft operating within the New York Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

NEW YORK CLASS B AIRSPACE

EXAMPLES OF CLASS B ALTITUDES

70 — Ceiling in hundreds of feet MSL

30 — Floor in hundreds of feet MSL

(Floors extending "upward from above" a certain altitude are preceded by a (+). Operations at and below these altitudes are outside of Class B Airspace).

CTC NEW YORK APP WITHIN 20 NM ON 120.05 343.75

CTC NEW YORK APP ON 127.6 OR 329.9

CTC NEW YORK APP ON 127.4 OR 213.5 SECONDARY 20.55

CTC NEW YORK APP ON PRIMARY 126.4 OR 231.85 SECONDARY 20.55

CTC NEW YORK APP ON 127.0 OR 279.1

DEC TETERBORO TWR ON 119.5 BELOW 1800' PRIORITY TO DEC OF TETERBORO ARPT

CTC LAGUARDIA TWR ON 120.05 OR 280.0 WITHIN 6 NM OF LAGUARDIA ARPT

CTC NEWARK APP ON 127.8 OR 273.75

CTC NEWARK APP ON 127.8 OR 273.75

CTC KENNEDY TWR ON 125.25 OR 281.55 2000' & BELOW WITHIN 8 NM OF KENNEDY ARPT

CTC NEWARK TWR ON 127.85 OR 257.4 2000' & BELOW WITHIN 6.5 NM OF NEWARK INTL ARPT

CTC NEW YORK APP ON 128.55 OR 379.9

CTC NEW YORK APP ON 125.125 OR 269.0

CTC NEW YORK APP ON 128.125 OR 269.0

CTC KENNEDY TWR ON 125.25 OR 281.55 2000' & BELOW WITHIN 8 NM OF KENNEDY ARPT

CTC NEW YORK APP ON 125.7 OR 333.75

SPECIAL FLIGHT RULES AREA NEW YORK CLASS B HUDSON & EAST RIVER EXCLUSIONS

All aircraft self announce on 123.075 for the East River and 133.65 for the Hudson River See back of chart for regulations

These requirements are mandatory for compliance with applicable Federal Aviation Regulations, including regulations governing minimum safe altitudes.

LONG ISLAND CLASS C AIRSPACE

NOTAMs/Supplement for Class C off hrs

CALVERTON 114.55 ON 0CC (Pvt) 75 NONE

CTC NEW YORK APP WITHIN 20 NM ON 120.05 343.75

Caution Intensive Student Training

CTC NEW YORK APP WITHIN 20 NM ON 120.05 343.75

Caution Intensive Student Training

Caution Intensive Student Training

Caution Intensive Student Training

Warning: National Defense Operating Areas. Operations hazardous to the flight of aircraft conducted within these areas.

2000 MSL

8000-10,000

8000-9000

13,000-18000

WARNING W-105A

WARNING W-106A

WARNING W-106B

MOA

MOSIC

JFK 20 NM

JFK 8 NM

LGA 142°

EAST COAST LOW CONTROL AREA

ATLANTIC OCEAN

LONG ISLAND SOUND

NEW YORK

NAUTICAL MILES 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110

STATUTE MILES 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125

KILOMETERS 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170

NEW YORK SPECIAL FLIGHT RULES AREA
FOR FLIGHT BELOW CLASS B AIRSPACE
NOT TO BE USED FOR NAVIGATION

SCALE 1:100,000

REGULATORY NOTICES
NEW YORK CLASS B HUDSON RIVER AND EAST RIVER EXCLUSIONS
SPECIAL FLIGHT RULES AREA CFR PART 93

Airspace

Special air traffic rules and communication requirements are in effect for persons operating aircraft under VFR, to, from, or in the vicinity of the New York Class B airspace. These procedures are in effect within the following boundaries:

Hudson River: That airspace below 1300 feet MSL between the east and west banks of, and overlying, the Hudson River within the area beginning north of LaGuardia Airport on the west bank of the Hudson River at lat. 40°57'45"N., long. 73°54'48"W. (near Alpine Tower) thence south along the west bank of the Hudson River to intersect the Colts Neck VOR-DME 023° (M) radial, thence southwest along the Colts Neck 023° (M) radial to the Hudson River shoreline, thence south along the shoreline to the Verrazano-Narrows Bridge, thence east along the bridge to the east bank of the Hudson River, thence north along the east bank of the Hudson River to lat. 40°38'39"N., long. 74°02'03"W., thence north along a line drawn direct to the southwestermmost point of Governors Island, thence north along a line drawn direct to the southwest tip of Manhattan Island, thence north along the east bank of the Hudson River to the LGA VOR-DME 11-mile arc, north of LaGuardia Airport, thence counterclockwise along the 11-mile arc to lat. 40°57'54"N., long. 73°54'23"W., thence to the point of beginning.

East River: That airspace below 1500 feet MSL between the east and west banks of, and overlying, the East River beginning at lat. 40°38'39"N., long. 74°02'03"W., to the southwestern tip of Governors Island to the southwestern tip of Manhattan Island, thence north along the west bank of the East River to the LGA VOR-DME 6-mile arc; thence counterclockwise along the 6-mile arc to the east bank of the East River; thence south along the east bank of the East River to the point of beginning at lat. 40°38'39"N. long. 74°02'03"W.; and that airspace 1100 feet MSL and below between the east and west banks of, and overlying, the East River from the LGA VOR-DME 6-mile arc to the northern tip of Roosevelt Island.

Communications

No person may operate an aircraft within the airspace specified above unless that person continuously monitors and communicates, as appropriate, on the designated common traffic advisory frequency (CTAF). Pilots self-announce at the following charted mandatory reporting points:

Alpine Tower
GWB
Intrepid
Clock
Statue of Liberty
VZ

Include the following information: aircraft type, current position, direction of flight and altitude.

Aircraft Operation

The following practices are mandatory in both the Hudson River and East River Exclusions:

Maintain an indicated airspeed not to exceed 140 knots.
Anti-collision lights and aircraft position/navigation lights shall be on. Use of landing lights is recommended.
Pilots must have a current New York TAC and/or New York Helicopter Route Chart in the aircraft and familiarize themselves with the information contained therein.

The following practices are mandatory in the Hudson River Exclusion:

Fly along the west shoreline of the Hudson River when southbound, and along the east shoreline of the Hudson River when northbound while remaining within the boundaries of the Hudson River Exclusion.
Aircraft overflying the area within the Hudson River Exclusion, but not landing or departing any of the Manhattan heliports or landing facilities, or conducting any local area operations, must transit the Hudson River Exclusion at or above an altitude of 1000 feet MSL up to, but not including, the floor of the overlying Class B airspace.
Self-announce as described above under Communications.

The following practices are mandatory in the East River Exclusion:

VFR flight operations by fixed-wing aircraft (excluding seaplane fixed-wing aircraft landing or departing the New York Skyports Inc. Seaplane Base) in the East River Class B Exclusion (from the southwestern tip of Governors Island to the northern tip of Roosevelt Island) are prohibited unless authorized and being controlled by ATC. To obtain authorization, pilots must contact LaGuardia Airport Traffic Control Tower prior to Governors Island.
Self-announce position on the appropriate CTAF.

SPECIAL FLIGHT RULES AREA (SFRA)
FLIGHT DIRECTION

ALPINE TOWER (MANDATORY)
11 NM
6 NM
6.5 NM
4 NM
8 NM
COL 023°

Air tour helicopters may descend from Class B airspace into the SFRA in the vicinity of the George Washington Bridge.

Heavy concentration of air tour operations at 500' AGL in the vicinity of the Statue of Liberty and Ellis Island. Air tour helicopters may initiate a climb to higher altitude in this vicinity. Pilots should avoid overflying these areas and maintain appropriate lateral distance.

Training for the New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area is available online at www.FAASafety.gov. The online course is called "New York City Special Flight Rules Area (SFRA)".

SPUYTEN DUYVIL
RIVER
HUDSON
EAST
EVERS (6N6) 122.9 C
624
GWB (MANDATORY)
YANKEE STADIUM
383
WHITESTONE BRIDGE
VOR-DME TEB 108.4
LITTLE FERRY (2N7) 122.8 C
TETERBORO (TEB)
CT - 119.5
ATIS 114.2 132.85
25
VPDAU
MEADOWLANDS STADIUM
VPEZA
VOR-DME LGA 113.1
EIGHT STACKS
349
TRIBOROUGH BRIDGE
NO SVFR
LAGUARDIA (LGA)
CT - 118.7 ATIS 125.95
ROOSEVELT ISLAND
BIG ALLIS
INTREPID (MANDATORY)
UNITED NATIONS COMPLEX
QUEENSBORO BRIDGE
334
APARTMENT BUILDINGS
WEST 30TH ST (JRA) 123.05 C
EAST 34TH ST (6N5) 123.075 C
EMPIRE STATE BUILDING
NEW YORK SKYPORTS (6N7) 122.9 C
TWIN WHITE TANKS
VENTILATION TOWERS HOLLAND TUNNEL
ONE WORLD TRADE CENTER
355
WILLIAMSBURG BRIDGE
338
MANHATTAN BRIDGE
273
BROOKLYN BRIDGE
WILLIAMSBURG BANK
CLOCK (MANDATORY)
DOWNTOWN MANHATTAN/ WALL ST (JRB)
AWOS-3PT 128.175
123.05 C
GOVERNORS ISLAND
305
STATUE OF LIBERTY (MANDATORY)
NO SVFR
NEWARK LIBERTY INTL (EWR)
CT - 118.3
ATIS 115.7 134.825
DME
EWR Ch 84 (113.75)
693
VZ (MANDATORY)
BAYONNE BRIDGE
FERRIS WHEEL

70/30 70/15 70/13 70/18 70/+05 70/SFC 70/+12 70/+08 70/+11

SKYLINE ROUTE
FOR TRANSITION THROUGH CLASS B AIRSPACE
NOT TO BE USED FOR NAVIGATION

SCALE 1:100,000

VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

REQUIREMENTS OF CFR 91.215 AND 91.131 SHALL BE MET

SKYLINE ROUTE

Skyline Route: Lies above the Hudson River between the Verrazano Bridge and the Alpine Tower. Assists controllers in determining a pilot's route of flight and offers Class B clearance based on traffic conditions and runway flow at LGA. Northbound aircraft should contact EWR Tower on 127.85 prior to the Verrazano Bridge and expect to fly along the east bank of the Hudson River. Southbound aircraft approaching from the north should contact LGA Tower on 126.05 prior to the Alpine Tower and expect to fly along the west bank of the Hudson River. Until authorization is received, remain outside the New York Class B. On initial contact, advise ATC of position, altitude, route name desired, and direction of flight. Available altitudes between 1300' and 2000' as assigned by ATC. EWR ATIS 115.7 LGA ATIS 125.95

REMAIN CLEAR OF THE NEW YORK CLASS B UNTIL RECEIVING SPECIFIC ATC APPROVAL TO ENTER.

ALPINE TOWER
SPUYTEN DUYVIL
RIVER
HUDSON
EAST
EVERS (6N6) 122.9 C
GWB
YANKEE STADIUM
WHITESTONE BRIDGE
VOR-DME TEB 108.4
LITTLE FERRY (2N7) 122.8 C
TETERBORO (TEB)
CT - 119.5
ATIS 114.2 132.85
25
MEADOWLANDS STADIUM
VOR-DME LGA 113.1
EIGHT STACKS
TRIBOROUGH BRIDGE
NO SVFR
LAGUARDIA (LGA)
CT - 118.7 ATIS 125.95
BIG ALLIS
INTREPID
UNITED NATIONS COMPLEX
QUEENSBORO BRIDGE
APARTMENT BUILDINGS
WEST 30TH ST (JRA) 123.05 C
EAST 34TH ST (6N5) 123.075 C
EMPIRE STATE BUILDING
NEW YORK SKYPORTS (6N7) 122.9 C
TWIN WHITE TANKS
VENTILATION TOWERS HOLLAND TUNNEL
ONE WORLD TRADE CENTER
WILLIAMSBURG BRIDGE
MANHATTAN BRIDGE
BROOKLYN BRIDGE
WILLIAMSBURG BANK
CLOCK
DOWNTOWN MANHATTAN/ WALL ST (JRB)
AWOS-3PT 128.175
123.05 C
STATUE OF LIBERTY
GOVERNORS ISLAND
NO SVFR
NEWARK LIBERTY INTL (EWR)
CT - 118.3
ATIS 115.7 134.825
DME
EWR Ch 84 (113.75)
VZ
BAYONNE BRIDGE
FERRIS WHEEL

70/30 70/15 70/13 70/18 70/+05 70/SFC 70/+12 70/+08 70/+11